

Chapter 4: Comments and Responses for the Draft EIS

4.1 Introduction

This chapter presents the comments received on the Draft EIS, both oral and written, from members of the public, government agencies, and nongovernment organizations during the public comment period. The public comment period was from July 14, 2006, to August 28, 2006. This chapter also includes the project team's responses to all comments received on the Draft EIS.

Members of the public and government agencies who commented on the Draft EIS are listed in Section 4.2 along with the identification numbers assigned to their comments. Comment numbers that begin with **P** are public comments; comment numbers that begin with **A** are agency comments.

Section 4.3 on page 4-2 presents a list of topics that were raised by the commenters and the pages in this chapter where those topics are addressed. Section 4.4 on page 4-3 presents the comments received from the public and the responses from the project team. Section 4.5 on page 4-25 presents the comments received from government agencies and the responses from the project team.

4.2 Commenters and Comment Numbers

Commenter and Affiliation	Comment Number
Bruce Knavel	P-1
Stan Hadden	P-2
Briant Jenson	P-3
Rault Peterson	P-4
Gregg Richardson, Sonic Drive-In	P-5
Phillip Jensen	P-6
Stephanie Wisely	P-7
Jean Hansen	P-8
Jim Baker	P-9
Steve Gale, Ogden Muffler & Brake	P-10
Diane Bledsoe	P-11
Tim Rasmussen	P-12
John Larrison	P-13
Lee Kroop	P-14

Commenter and Affiliation	Comment Number
Dave Thompson, John Paras Furniture	P-15
Gary Hull	P-16
Lynn Moulding	P-17
Scott Dickson	P-18
Alden Johnson	P-19
Philip Sauvageau	P-20
Chuck Jensen, Ogden Beauty Supply	P-21
Larry Svoboda, U.S. Environmental Protection Agency	A-1
Willie R. Taylor, U.S. Department of the Interior, Office of Environmental Policy and Compliance	A-2

4.3 Topic List

Use the topic list below to find all pages on which each topic is addressed.

air quality impacts, 4-26
alternatives considered, 4-4, 4-5, 4-13, 4-26
bridges, 4-3, 4-20
business impacts, 4-3, 4-15
construction impacts, 4-10
historic impacts, 4-4
interchanges, 4-3, 4-20
intersections, 4-8, 4-9
noise impacts, 4-13
pedestrian and bicyclist considerations, 4-18, 4-19, 4-26
project limits, 4-24
project phasing, 4-24
property acquisitions, 4-7, 4-11, 4-12, 4-16, 4-17
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Section 4(f) impacts, 4-4
traffic signals, 4-5, 4-8, 4-9, 4-14
transit, 4-13, 4-21, 4-23, 4-26
turn lanes, 4-19, 4-20, 4-23, 4-24
visual impacts, 4-3

4.4 Public Comments and Responses

	Comment P-1	Response
	<p>Thacker, Lindsay</p> <hr/> <p>From: omac-dzwebprd01_JSServer@hdrinc.com Sent: Friday, July 07, 2006 5:32 PM To: Thacker, Lindsay Subject: Comment on Riverdale Road Project</p> <p>Follow Up Flag: Follow up Flag Status: Red</p> <p>.....</p> <p>name: Bruce Knavel address: 5155 S 2350 W city: Roy state: UT zip: 84067 phone: n/a fax: n/a email: collegeboybruce@hotmail.com Submit: Submit Input</p> <p>comments:</p> <p>I agree that widening and updating the road is needed, but I'm concerned the project will only worsen the already poor aesthetics of Riverdale Road. The bridge that was rebuilt a couple years ago over the river and tracks is functional, but looks terrible. I'm worried the whole project will end up looking as barren as that. Ample landscaping to the sides of the road and in a raised median (like 7th East near Liberty Park in Salt Lake) would help soften the features of such a massive roadway.</p> <p>Also, if a new bridge and interchange is constructed over I-15, will commuters from Roy be able to access I-15 northbound and southbound from it? If not, are you considering other alternatives to freeway access from Roy such as 4800 S or 4400 S?</p> <p>Other than those concerns, everything with the project looks fine.</p> <p style="text-align: center;">1</p>	<p>P-1.1</p> <p>UDOT plans to replace landscaping that is disturbed during construction. No new landscaping is planned as part of the project. Because there are many commercial businesses along Riverdale Road, a raised median would limit customers' ability to make left turns into these businesses, which could decrease sales. Therefore, the median will be an open lane to allow left turns.</p> <p>P-1.2</p> <p>At I-15, UDOT plans only to replace the bridge. No new access to I-15 would be provided with the Riverdale Road project.</p>

Comment P-2

Response

Ulrich, Carrie L.

From: omac-dzwebprd01_ISServer@hdrinc.com
Sent: Friday, July 21, 2006 12:39 PM
To: Ulrich, Carrie L.
Subject: Comment on Riverdale Road Project

.....
 Stan Hadden
 5415 S. Weber Dr.
 Riverdale
 Ut
 84405
 392-0724
www.rivkpr1@msn.com

Having attended numerous "input" meetings, planning meetings, council meetings concerning Riverdale Rd. I believe it is time to consider a whole new look for this problem area that will get worse, not better without comprehensive thinking. This major hiway, linking Ogden to commercial and employment areas, requires looking at, not as a means of servicing Riverdale commercial ventures, but as a thru-fare. It should be designed as a limited access road with good departure and ingress lanes much the same as a freeway, put the 'shopping' access road on the other side of an island, not more lanes on the road itself. This is, as any Landscape Architect can agree to, good design, with reduction of accident numbers caused by getting on and off a major hiway in numerous places. Trees, etc., could be planted in the barrier islands and Riverdale Rd. could be transformed into an esthetically pleasing and safe corridor.

P-2.1 ▶

P-2.1

Two Riverdale Road expressway alternatives (depressed expressway and elevated expressway) were evaluated in the Draft EIS. Both of these alternatives were eliminated from detailed study because the extra 20 feet of right-of-way required would impact historic properties and a park and because of cost, constructability, and safety concerns (see Section 2.2.3.3, Riverdale Road Expressway Alternative, in the Draft EIS).

However, the alternative suggested in the comment is slightly different than those evaluated in the Draft EIS. The suggested alternative would require four through lanes and at least two frontage road lanes (one on each side of the roadway) to allow access to local businesses. The right-of-way required for such an alternative would be 140 feet to 150 feet (including shoulders, park strips, curb and gutter, and turn lanes), which is about 20 feet to 30 feet wider than the current Preferred Alternative evaluated in the Draft EIS. The extra 20 feet to 30 feet would result in impacts to up to eight historic buildings and Golden Spike Park, all of which are considered Section 4(f) properties under FHWA guidance (see Chapter 5, Section 4(f) Evaluation, in the Draft EIS). Under this guidance, the reasonable alternative with the fewest 4(f) impacts must be selected. Since the Preferred Alternative has no 4(f) impacts, it would be the selected alternative.

1

Comment P-3

Response

Page 1 of 1

Ulrich, Carrie L.

From: Thacker, Lindsay
Sent: Thursday, July 27, 2006 8:17 AM
To: Izzo, Vincent; Ulrich, Carrie L.
Subject: FW: Comment on Riverdale Road project

RE: Improvements to State Route (SR) 26 (Riverdale Road) in Weber County, Utah.

I support six travel lanes from I-15 to Wall Avenue/40th Street. Anything less will create a traffic nightmare in the years to come.

In the meantime, please coordinate the traffic signals on Riverdale Road. Congestion is especially bad as Riverdale Road goes westward from Wall Ave. Traffic backs up day and night due to the uncoordinated traffic lights.

Briant Jenson
 3582 N 500 E
 North Ogden, UT 84414

7/27/2006

P-3.1



The Preferred Alternative is for a seven-lane facility (six travel lanes and a center turn lane) from I-15 to 40th Street.

P-3.2

UDOT will look into traffic signal coordination along Riverdale Road.

P-3.1 ▶

P-3.2 ▶

Comment P-4	Response						
<div style="text-align: center; margin-bottom: 20px;"> Riverdale Road Draft Environmental Impact Statement Public Hearing July 2006 <i>Public Comment Form</i> </div> <hr/> <p>Where your questions and concerns addressed? <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes</p> <p>If not, what additional information do you need? _____</p> <p>Was the meeting appropriate to learn about the Riverdale Road project and environmental impact statement? <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes</p> <p>Was the meeting format appropriate to express your opinions? <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes</p> <p>Please tell us how you found out about this Public Hearing.</p> <table style="width: 100%;"> <tr> <td><input type="checkbox"/> Newspaper Announcement</td> <td><input type="checkbox"/> Website</td> </tr> <tr> <td><input checked="" type="checkbox"/> Posted Flyer</td> <td><input type="checkbox"/> Other _____</td> </tr> </table> <p>This hearing is the final public meeting to discuss the alternatives proposed in the Riverdale Road Environmental Impact Statement and the potential impacts of those improvements to the natural and built (human) environment. When commenting consider the following issues:</p> <table style="width: 100%;"> <tr> <td style="vertical-align: top;"> <ul style="list-style-type: none"> Which alternative do you support? <i>E</i> Does this plan address your concerns regarding Riverdale Road? Did the study team adequately consider the potential impacts the proposed improvements could have on the natural and human environment? </td> <td style="vertical-align: top;"> <ul style="list-style-type: none"> Did the study team understand the issues regarding Riverdale Road? Do you support the Preferred Alternative (Alternative E) but have concerns about specific impacts caused by the design? Does this plan take into consideration the growth and projected traffic that is expected in the corridor for the next 25 years? </td> </tr> </table> <p>If you would like to comment, but would prefer to give a verbal comment, a court reporter is available to take verbal comments.</p> <p><i>Very good plan</i></p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <div style="display: flex; justify-content: space-between; margin-top: 20px;">   </div>	<input type="checkbox"/> Newspaper Announcement	<input type="checkbox"/> Website	<input checked="" type="checkbox"/> Posted Flyer	<input type="checkbox"/> Other _____	<ul style="list-style-type: none"> Which alternative do you support? <i>E</i> Does this plan address your concerns regarding Riverdale Road? Did the study team adequately consider the potential impacts the proposed improvements could have on the natural and human environment? 	<ul style="list-style-type: none"> Did the study team understand the issues regarding Riverdale Road? Do you support the Preferred Alternative (Alternative E) but have concerns about specific impacts caused by the design? Does this plan take into consideration the growth and projected traffic that is expected in the corridor for the next 25 years? 	<p>P-4.1</p> <p>Thank you for your comment. Alternative E has been selected as the Preferred Alternative.</p>
<input type="checkbox"/> Newspaper Announcement	<input type="checkbox"/> Website						
<input checked="" type="checkbox"/> Posted Flyer	<input type="checkbox"/> Other _____						
<ul style="list-style-type: none"> Which alternative do you support? <i>E</i> Does this plan address your concerns regarding Riverdale Road? Did the study team adequately consider the potential impacts the proposed improvements could have on the natural and human environment? 	<ul style="list-style-type: none"> Did the study team understand the issues regarding Riverdale Road? Do you support the Preferred Alternative (Alternative E) but have concerns about specific impacts caused by the design? Does this plan take into consideration the growth and projected traffic that is expected in the corridor for the next 25 years? 						

P-4.1 ▶

Comment P-5

Response

Riverdale Road Draft Environmental Impact Statement
Public Hearing
July 2006
Public Comment Form

Where your questions and concerns addressed?
☐ No ☒ Yes

If not, what additional information do you need?

Was the meeting appropriate to learn about the Riverdale Road project and environmental impact statement?
☐ No ☒ Yes

Was the meeting format appropriate to express your opinions?
☐ No ☒ Yes

Please tell us how you found out about this Public Hearing.



☐ Newspaper Announcement ☐ Website
☒ Posted Flyer ☐ Other

This hearing is the final public meeting to discuss the alternatives proposed in the Riverdale Road Environmental Impact Statement and the potential impacts of those improvements to the natural and built (human) environment. When commenting consider the following issues:

- Which alternative do you support?
- Does this plan address your concerns regarding Riverdale Road?
- Did the study team adequately consider the potential impacts the proposed improvements could have on the natural and human environment?
- Did the study team understand the issues regarding Riverdale Road?
- Do you support the Preferred Alternative (Alternative E) but have concerns about specific impacts caused by the design?
- Does this plan take into consideration the growth and projected traffic that is expected in the corridor for the next 25 years?

If you would like to comment, but would prefer to give a verbal comment, a court reporter is available to take verbal comments.

We are concerned that Alternative E, the preferred alternative, might impact the Sonic Drive-in property at 3664 Riverdale Road. If the widening includes new construction, we are concerned that the ROW impact would affect the drive-in canopy structure in the parking area. Even if a new lane is added, we'd like the canopy structure to remain. If it must be removed, it will adversely impact the viability of the business, possibly requiring a relocation.

P-5.1

Your comment was forwarded to the UDOT right-of-way acquisition official who is working on the Riverdale Road project. After completion of the Final EIS, UDOT will begin property acquisition. Property acquisition for Riverdale Road is planned to begin in early 2007.

A step-by-step process must be followed when land is acquired for a roadway project. Property acquisitions, both partial and total, will be made according to federal guidelines and UDOT policies that include fair compensation measures for property owners. UDOT will comply with Title VI of the Civil Rights Act of 1964 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

Once the property acquisition process starts, the property owner will be contacted by a UDOT representative. The type of acquisition (partial or total) and the compensation provided for that property are determined on a case-by-case basis in negotiation with the property owner. Because the final design for the project and detailed property surveys determining the boundaries of UDOT's right-of-way and private properties have not been completed, the actual property acquisitions can't be determined at this time.

P-5.1 ▶

Comment P-6

Response

Riverdale Road Draft Environmental Impact Statement
Public Hearing
July 2006
Public Comment Form

Where your questions and concerns addressed?
☐ No ☒ Yes

If not, what additional information do you need?

Was the meeting appropriate to learn about the Riverdale Road project and environmental impact statement?
☐ No ☒ Yes

Was the meeting format appropriate to express your opinions?
☐ No ☒ Yes

Please tell us how you found out about this Public Hearing.


☐ Newspaper Announcement ☐ Website
☒ Posted Flyer ☐ Other _____

This hearing is the final public meeting to discuss the alternatives proposed in the Riverdale Road Environmental Impact Statement and the potential impacts of those improvements to the natural and built (human) environment. When commenting consider the following issues:

- Which alternative do you support?
- Does this plan address your concerns regarding Riverdale Road?
- Did the study team adequately consider the potential impacts the proposed improvements could have on the natural and human environment?
- Did the study team understand the issues regarding Riverdale Road?
- Do you support the Preferred Alternative (Alternative E) but have concerns about specific impacts caused by the design?
- Does this plan take into consideration the growth and projected traffic that is expected in the corridor for the next 25 years?

If you would like to comment, but would prefer to give a verbal comment, a court reporter is available to take verbal comments.

I live on 500 West which is Planned To
Get a Traffic Signal in the future. Riverdale
city wants To move The Traffic Signal To
550 West. I would like You To Make sure
That They Provide access from 500w To 550w
Before You (UDOT) moves The Signal To 550w.

 **UDOT**
CONNECTING COMMUNITIES

Phillip Jensen
4295 S 500 W
Riverdale UT

HR

P-6.1

Riverdale City is planning to develop an intersection with a signal at 550 West to accommodate a new development planned for the north side of Riverdale Road. Therefore, a traffic signal will not be needed at 500 West. Since 500 West is a city street, the City would need to connect 500 West to 550 West to allow residents on 500 West to use the new signal at 550 West. Riverdale City plans to develop the 550 West intersection in 2007.

P-6.1 ▶

Comment P-7

Response

Riverdale Road Draft Environmental Impact Statement
Public Hearing
July 2006
Public Comment Form

Where your questions and concerns addressed?
☐ No ☒ Yes

If not, what additional information do you need?

Was the meeting appropriate to learn about the Riverdale Road project and environmental impact statement?
☐ No ☒ Yes

Was the meeting format appropriate to express your opinions?
☐ No ☒ Yes

Please tell us how you found out about this Public Hearing.



☐ Newspaper Announcement ☐ Website
☐ Posted Flyer ☒ Other neighbor

This hearing is the final public meeting to discuss the alternatives proposed in the Riverdale Road Environmental Impact Statement and the potential impacts of those improvements to the natural and built (human) environment. When commenting consider the following issues:

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- Did the study team understand the issues regarding Riverdale Road?
- Do you support the Preferred Alternative (Alternative E) but have concerns about specific impacts caused by the design?
- Does this plan take into consideration the growth and projected traffic that is expected in the corridor for the next 25 years?

If you would like to comment, but would prefer to give a verbal comment, a court reporter is available to take verbal comments.

I am glad that this will not effect the wetlands or other natural habitats- good job.
I am concerned about the light @ 500 West. It would be nice to connect it @ 550 to 500 from the dead end street. I think that it should not connect 550 to 500 from the East (top) of 500 West.

P-7.1

Riverdale City is planning to develop an intersection with a signal at 550 West to accommodate a new development planned for the north side of Riverdale Road. Therefore, a traffic signal will not be needed at 500 West. Since 500 West is a city street, the City would need to connect 500 West to 550 West to allow residents on 500 West to use the new signal at 550 West. Riverdale City plans to develop the 550 West intersection in 2007.

P-7.1 ▶

Comment P-8

Response

Riverdale Road Draft Environmental Impact Statement
Public Hearing
July 2006
Public Comment Form

Where your questions and concerns addressed?
☒ No ☐ Yes

If not, what additional information do you need?
What is going to be done with the traffic on Ritter Drive during construction.

Was the meeting appropriate to learn about the Riverdale Road project and environmental impact statement?
☐ No ☒ Yes

Was the meeting format appropriate to express your opinions?
☐ No ☐ Yes

Please tell us how you found out about this Public Hearing.



☐ Newspaper Announcement ☐ Website
☐ Posted Flyer ☒ Other Riverdale City Newsletter

This hearing is the final public meeting to discuss the alternatives proposed in the Riverdale Road Environmental Impact Statement and the potential impacts of those improvements to the natural and built (human) environment. When commenting consider the following issues:

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- Did the study team understand the issues regarding Riverdale Road?
- Do you support the Preferred Alternative (Alternative E) but have concerns about specific impacts caused by the design?
- Does this plan take into consideration the growth and projected traffic that is expected in the corridor for the next 25 years?

If you would like to comment, but would prefer to give a verbal comment, a court reporter is available to take verbal comments.

I have children who wait for/get off school bus on Ritter Drive and 1345W. The street is already busier than it should be and the speeds are much higher than 30 mph. What is going to happen during construction?

P-8.1

Ritter Drive and 1345 West are southeast of Riverdale Road near I-15. Because Ritter Drive does not provide a convenient alternate route for Riverdale Road, there would likely be very little additional traffic on Ritter Drive due to construction on Riverdale Road. Contact Riverdale City regarding enforcement of the speed limit along Ritter Drive and they can provide ways to help reduce vehicle speed.

P-8.1 ▶

Comment P-9

Response

Riverdale Road Draft Environmental Impact Statement
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Where your questions and concerns addressed?
☒ No ☐ Yes

If not, what additional information do you need?
STILL NOT SURE OF ACTUAL PROPERTY/STATE LINE AT SIDEWALK

Was the meeting appropriate to learn about the Riverdale Road project and environmental impact statement?
☐ No ☒ Yes

Was the meeting format appropriate to express your opinions?
☐ No ☒ Yes

Please tell us how you found out about this Public Hearing.

☐ Newspaper Announcement ☐ Website
☐ Posted Flyer ☒ Other LETTER



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- Did the study team understand the issues regarding Riverdale Road?
- Do you support the Preferred Alternative (Alternative E) but have concerns about specific impacts caused by the design?
- Does this plan take into consideration the growth and projected traffic that is expected in the corridor for the next 25 years?

If you would like to comment, but would prefer to give a verbal comment, a court reporter is available to take verbal comments.

I'm not opposed to widening at 500 W (my Property)
Just not sure how much of my property will be
taken

→ JIM BARER
Property at 4224 Riverdale

P-9.1

Your comment was forwarded to the UDOT right-of-way acquisition official who is working on the Riverdale Road project. After completion of the Final EIS, UDOT will begin property acquisition. Property acquisition for Riverdale Road is planned to begin in early 2007.

A step-by-step process must be followed when land is acquired for a roadway project. Property acquisitions, both partial and total, will be made according to federal guidelines and UDOT policies that include fair compensation measures for property owners. UDOT will comply with Title VI of the Civil Rights Act of 1964 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

Once the property acquisition process starts, the property owner will be contacted by a UDOT representative. The type of acquisition (partial or total) and the compensation provided for that property are determined on a case-by-case basis in negotiation with the property owner. Because the final design for the project and detailed property surveys determining the boundaries of UDOT's right-of-way and private properties have not been completed, the actual property acquisitions can't be determined at this time.

P-9.1 ▶

Comment P-10

Response

Riverdale Road Draft Environmental Impact Statement
Public Hearing
July 2006
Public Comment Form

Where your questions and concerns addressed?
☒ No ☐ Yes

If not, what additional information do you need?
The staff couldn't give information about how close the road will be to my business.

Was the meeting appropriate to learn about the Riverdale Road project and environmental impact statement?
☒ No ☐ Yes

Was the meeting format appropriate to express your opinions?
☒ No ☐ Yes

Please tell us how you found out about this Public Hearing.


☐ Newspaper Announcement ☐ Website
☒ Posted Flyer ☐ Other

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- Do you support the Preferred Alternative (Alternative E) but have concerns about specific impacts caused by the design?
- Does this plan take into consideration the growth and projected traffic that is expected in the corridor for the next 25 years?

If you would like to comment, but would prefer to give a verbal comment, a court reporter is available to take verbal comments.

I've been in business along Riverdale Rd for 18 yrs. I can see there's a need to improve the road for better flow, I have concerns about how it will impact my ability to get a car off Riverdale Rd into my shop.

→  *Steve Gale
Ogden Muffler/Brake
3555 Riverdale Rd
Ogden, UT 84405 801-319-9691* **HR**

P-10.1

Your comment was forwarded to the UDOT right-of-way acquisition official who is working on the Riverdale Road project.

Because the segment of Riverdale Road from Chimes View Drive to Washington Boulevard does not need improvement right away, it will likely be the last phase to be constructed once funds are identified. Therefore, the exact timing of improvements or acquisition for this segment of Riverdale Road can't be determined at this time.

A step-by-step process must be followed when land is acquired for a roadway project. Property acquisitions, both partial and total, will be made according to federal guidelines and UDOT policies that include fair compensation measures for property owners. UDOT will comply with Title VI of the Civil Rights Act of 1964 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

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P-10.1 ▶

Comment P-11

Response

Riverdale Road Draft Environmental Impact Statement

Public Hearing

July 2006

Public Comment Form

Where your questions and concerns addressed?

☐ No ☒ Yes

If not, what additional information do you need?

Was the meeting appropriate to learn about the Riverdale Road project and environmental impact statement?

☐ No ☒ Yes

Was the meeting format appropriate to express your opinions?

☐ No ☒ Yes

Please tell us how you found out about this Public Hearing.

☐ Newspaper Announcement☒ Posted Flyer☐ Website☐ Other

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- Did the study team understand the issues regarding Riverdale Road?
- Do you support the Preferred Alternative (Alternative E) but have concerns about specific impacts caused by the design?
- Does this plan take into consideration the growth and projected traffic that is expected in the corridor for the next 25 years?

If you would like to comment, but would prefer to give a verbal comment, a court reporter is available to take verbal comments.

I would love to see light rail put on Riverdale Rd.

I would like to have a sound barrier continue from 4800 So to the end of ~~the end of the road~~ to Riverdale No. Entrance of I-15

UPOT
CONNECTING COMMUNITIES

HR

P-11.1

Light rail was evaluated as a possible alternative on Riverdale Road (see Section 2.2.3.2, Light Rail Alternative, in the Draft EIS). The evaluation concluded that light rail would not have enough riders on Riverdale Road and would not reduce enough traffic to be considered a feasible project alternative. However, UTA is planning to increase bus service on Riverdale Road.

P-11.2

4800 South is north of the Riverdale Road project area. A noise wall at that location would need to be considered as part of improvements to I-15.

P-11.1 ►

P-11.2 ►

Comment P-12

Response

Riverdale Road Draft Environmental Impact Statement

Public Hearing
July 2006

Public Comment Form

Where your questions and concerns addressed?

☐ No ☒ Yes

If not, what additional information do you need?

Was the meeting appropriate to learn about the Riverdale Road project and environmental impact statement?

☐ No ☒ Yes

Was the meeting format appropriate to express your opinions?

☐ No ☒ Yes

Please tell us how you found out about this Public Hearing.

☐ Newspaper Announcement
☐ Posted Flyer☐ Website
☒ Other

sent via a flyer

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- Did the study team understand the issues regarding Riverdale Road?
- Do you support the Preferred Alternative (Alternative E) but have concerns about specific impacts caused by the design?
- Does this plan take into consideration the growth and projected traffic that is expected in the corridor for the next 25 years?

If you would like to comment, but would prefer to give a verbal comment, a court reporter is available to take verbal comments.

To many Red lights from Wall to 700W.
Putting an on 500 West, just for the businesses
would back up through traffic. just so
some one can make a \$



P-12.1

As part of the roadway improvements to Riverdale Road, UDOT would synchronize the lights along the roadway. In addition, improvements to the roadway would improve traffic flow. Riverdale City is planning to develop an intersection with a signal at 550 West to accommodate a new development planned for the north side of Riverdale Road. Therefore, a traffic signal will not be needed at 500 West.

P-12.1 ▶

Comment P-13

Response

Riverdale Road Draft Environmental Impact Statement
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Where your questions and concerns addressed?
☐ No ☒ Yes

If not, what additional information do you need?

Was the meeting appropriate to learn about the Riverdale Road project and environmental impact statement?
☐ No ☒ Yes

Was the meeting format appropriate to express your opinions?
☐ No ☒ Yes

Please tell us how you found out about this Public Hearing.



☐ Newspaper Announcement ☐ Website
☐ Posted Flyer ☐ Other E-mail from Corporate Office

This hearing is the final public meeting to discuss the alternatives proposed in the Riverdale Road Environmental Impact Statement and the potential impacts of those improvements to the natural and built (human) environment. When commenting consider the following issues:

- Which alternative do you support?
- Does this plan address your concerns regarding Riverdale Road?
- Did the study team adequately consider the potential impacts the proposed improvements could have on the natural and human environment?
- Did the study team understand the issues regarding Riverdale Road?
- Do you support the Preferred Alternative (Alternative E) but have concerns about specific impacts caused by the design?
- Does this plan take into consideration the growth and projected traffic that is expected in the corridor for the next 25 years?

If you would like to comment, but would prefer to give a verbal comment, a court reporter is available to take verbal comments.

make Sure Businesses are well Informed
As to the future.
keep Communication flowing to Corporate offices

P-13.1

Section 4.21.3.10, Economic Impacts, of the Draft EIS details the measures that will be taken to reduce impacts to businesses along the corridor. These measures include providing a weekly newsletter that describes the progress of construction, providing a contact person whom businesses can call to get updates or to discuss issues, and holding monthly meetings with business owners.

P-13.1 ►

Comment P-14

Response

P-14.1 ▶

Riverdale Road Draft Environmental Impact Statement
Public Hearing
July 2006

Additional comments (attach additional sheets if necessary):

our concern are about parking
on our building at
3502 Riverdale Dr. our new
map show you taking most
of it.

Name: Lee Kroop

Organization: (if applicable) _____



City, State, Zip: 2168 40th St Ogden, UT 84405

Phone Number: (801) 710-2700 E-mail: Lee.kroop@msn.com

Please leave this form in the labeled folder or
mail the comment form to the address below by August 28, 2006.

Riverdale Road Project
C/o Lindsay Thacker
3995 South 700 East, Suite 100
Salt Lake City, UT 84107

Comments can be e-mailed to Lindsay.thacker@hdrinc.com or visit the website at
www.udot.utah.gov/riverdale

P-14.1

Your comment was forwarded to the UDOT right-of-way acquisition official who is working on the Riverdale Road project.

Because the segment of Riverdale Road from Chimes View Drive to Washington Boulevard does not need improvement right away, it will likely be the last phase to be constructed once funds are identified. Therefore, the exact timing of improvements or acquisition for this segment of Riverdale Road can't be determined at this time.

A step-by-step process must be followed when land is acquired for a roadway project. Property acquisitions, both partial and total, will be made according to federal guidelines and UDOT policies that include fair compensation measures for property owners. UDOT will comply with Title VI of the Civil Rights Act of 1964 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

Once the property acquisition process starts, the property owner will be contacted by a UDOT representative. The type of acquisition (partial or total) and the compensation provided for that property are determined on a case-by-case basis in negotiation with the property owner. Because the final design for the project and detailed property surveys determining the boundaries of UDOT's right-of-way and private properties have not been completed, the actual property acquisitions can't be determined at this time.

Comment P-15

Response



August 1, 2006

In regards to our property and business named above we feel the impact on our location will demand the relocation of the business due to the sq footage of retail building in conjunction with approximately 25-30% reduction of parking left behind after construction. The business will not be able to remain viable due increase in difficultness of accessing business with extra traffic lanes and congestion on property due to lack of parking, there will be enough to handle employee vehicles but doesn't leave much for customers. We would like immediate reevaluation of the above property. We understand that the redevelopment is a necessary improvement that needs done and we support that, but would like assistance in being able to maintain our business as well. we feel that the value of the building and land will be demised to the value of land only because any type business requiring this much sq footage will also need ample parking to accommodate the business, so with the removal of parking in front of location that would leave us with aprox 29 parking spaces for aprox 30,000 sq feet of retail and a current staff of aprox 23 employees granted not all employees are at work all the time but it still gives you an idea of what we are up with plus or employment staff has increased in the last 2 years by 20-30% with increase in business and we hope to continue with the same type of increases in the future. We feel that the building will have to be demolished and some business requiring less sq' footage will need to take its place on Riverdale Road. the preferred method we would like to see is assistance now to move business and then during construction UDOT can have this property for any needs they are requiring I know with the rebuilding of gas station next door to us there was some negotiation and/or concessions done with them to meet the new requirements and we would love to be able to work with UDOT as well. Please contact us so we can move forward as soon as possible. We understand there is many steps for the state that must be taken, but also feel that the longer it takes to accomplish the move the less options are available. In a previous comment made from previous public open house November 2004, we noted a suggestion to assist in getting the gas station property to help with the parking situation. Now that option has been passed with the tear down and rebuilding of the gas station, so the only solution we can see is a buy out, and assistance in relocation of business.

We would look forward to meeting with you and discussing options that could be available. Hopefully something can be worked out that is best for all those involved and the community as well.

Thanks again
Dave Thompson
Manager
John Paras Furniture
4130 Riverdale road
Riverdale, Ut. 84040
801-334-7888
801-334-7820 fax
dave@johnparas.com

AUG 03 2006

P-15.1

Your comment was forwarded to the UDOT right-of-way acquisition official who is working on the Riverdale Road project. As shown on page 4.E.39 in the Draft EIS, part of this property might be affected by the Preferred Alternative. After completion of the Final EIS, UDOT will begin property acquisition. Property acquisition for Riverdale Road is planned to begin in early 2007.

A step-by-step process must be followed when land is acquired for a roadway project. Property acquisitions, both partial and total, will be made according to federal guidelines and UDOT policies that include fair compensation measures for property owners. UDOT will comply with Title VI of the Civil Rights Act of 1964 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

Once the property acquisition process starts, the property owner will be contacted by a UDOT representative. The type of acquisition (partial or total) and the compensation provided for that property are determined on a case-by-case basis in negotiation with the property owner. Because the final design for the project and detailed property surveys determining the boundaries of UDOT's right-of-way and private properties have not been completed, the actual property acquisitions can't be determined at this time.

P-15.1 ►

	Comment P-16	Response
P-16.1 ▶	<div><p>Ulrich, Carrie L.</p><hr/><p>From: Izzo, Vincent Sent: Thursday, August 03, 2006 7:43 AM To: Ulrich, Carrie L. Subject: FW: 060731.D, sidewalk plans</p><p>>>> Ucon Website <udotweb@utah.gov> 7/29/2006 1:43:45 PM >>></p><p>Name:: Gary Hull City and State of Residence:: Riverdale Phone:: 801 621 4058 E-mail:: realcheap60@yahoo.com</p><p>Comments/Questions:: I hope you are planning sidewalks in the rebuilding of the overpasses on Riverdale road.</p><p>1</p></div>	<p>P-16.1</p> <p>Sidewalks will be included in the reconstruction of the I-15 and I-84 bridges.</p>

Comment P-17**Response**

Public Hearing 07/27/06

Page 2

1 Public Hearing
 2 July 27, 2006
 3 PROCEEDINGS
 4 MR. LYNN MOULDING: A couple of
 5 comments. On Page .2.3--on Table 2.3 it shows a
 6 need for two left turn lanes on 700 West
 7 Riverdale Road, and it doesn't look like they're
 8 including that in this project, and we're
 9 concerned about that because we feel that it needs
 10 two left turn lanes.
 11 On Page .4.12, Paragraph 493,
 12 "Mitigation," there is a statement in there that's
 13 only half truth, indicating that Riverdale City
 14 has some land on the west side of the bridge that
 15 we could use for a detention basin for the
 16 stormwater on the west side of the bridge. The
 17 statement further says, though, that on the east
 18 side of the bridge the--the city was going to
 19 purchase property for storm drain detention basin,
 20 and that's not true, and I don't know where that
 21 part came from.
 22 The mayor, I don't know if he's going
 23 to show up or not, but he asked me to also ask
 24 the question about a--either a pedestrian overpass
 25 or underpass on Riverdale Road somewhere between

P-17.1

UDOT met with Riverdale City on August 15, 2006, to go over the comments made at the public hearing. As noted at the meeting, there is enough room in the current design to accommodate dual left-turn lanes southbound on 700 West. In addition, UDOT provided additional data for Riverdale City to give to the proposed developer at the northwest corner of 700 West and Riverdale Road to ensure that the appropriate right-of-way is considered in their development plans.

P-17.2

UDOT met with Riverdale City on August 15, 2006, to review the comments made at the public hearing. In the meeting, Riverdale City noted that there are no plans for the City to construct the Pacific Avenue detention basins identified in Section 4.9.3 of the Draft EIS. The construction of these detention basins has been removed from the Final EIS. UDOT has committed to conducting a storm water evaluation as part of the roadway final design to ensure that local and state water quality and storm water standards are met.

P-17.3

UDOT met with Riverdale City on August 15, 2006, to review the comments made at the public hearing. In the meeting, UDOT discussed the cost and right-of-way requirements and the cost obligations of Riverdale City for a pedestrian overpass. Based on that discussion, Riverdale City decided not to pursue a pedestrian overpass as part of the Riverdale Road project.

P-17.1 ▶

P-17.2 ▶

P-17.3 ▶

	Comment P-18	Response
P-18.1 ►	<p style="text-align: center;">Public Hearing 07/27/06</p> <p style="text-align: right;">Page 3</p> <p>1 700 West and 1150 West, and he believes that 2 that's a good thing or a necessary thing for our 3 people that don't want to drive across Riverdale 4 Road. And I don't know how that relates to the 5 Environmental Impact Study, but he did want me to 6 bring that up.</p> <p>7 I think that's covered everything that 8 we need.</p> <p>9 MR. SCOTT DICKSON: Okay. I was--just 10 wanted to make a comment about the I-84 11 interchange, and I think that before spuey 12 (phonetic) should be considered that they should 13 put in dual left-hand turn lanes for eastbound and 14 westbound traffic; for instance, inbound to 15 Riverdale so the I-84 eastbound there should be 16 two left-hand lanes for staging so cars can get 17 onto Riverdale Road and then one right-hand-turn 18 lane to get onto Riverdale Road westbound. That 19 would be three lanes, okay? And then on the I-84 20 westbound, so, once again, coming into Riverdale, 21 put two lanes turning left going westbound onto-- 22 onto Riverdale Road and one lane turning right 23 going eastbound onto Riverdale Road.</p> <p>24 Simple striping. That's it, you know? 25 Maybe widen the shoulder, if that's needed, or</p>	<p>P-18.1</p> <p>The bridge deck over I-84 does not meet current UDOT standards and needs to be replaced, so construction at this location can't be avoided. Based on a cost-benefit study, UDOT determined that the entire bridge would be replaced. UDOT is still investigating the interchange options, but both a single-point urban interchange (SPUI) and a tight diamond interchange are being considered. Both options would reduce the amount of land required compared to the existing interchange. An appropriate traffic analysis will be conducted during final design to determine the number of turn lanes needed to minimize traffic congestion.</p>

Comment P-19

Response

P-19.1

The current plans for Riverdale Road include increased bus service. Bus service on other streets and to other locations such as Layton Hills Mall is outside the scope of this study. Please contact UTA regarding changes to local and regional bus service. Additional off ramps on I-15 to reduce congestion on Riverdale Road are outside the scope of this project and would not meet the project's purpose and need. Such evaluations would be considered as part of any future improvements to I-15.

Public Hearing 07/27/06

Page 4

1 whatever, but--so that we don't have to be
2 plundered with construction--I don't know,
3 whatever you call it.

4 And that's about it. That's about the
5 only comment or concern that I think I have,
6 so...

7 MR. ALDEN JOHNSON: I think they ought
8 to get a--a--the railroad from Layton station and
9 put it, oh, all right, a bus to go up there, not
10 to--not to the--you know, light rail go from Weber
11 State station to Weber State, have it go
12 around--have it go down two-lane traffic each way
13 so that all traffic would--when we go to Ogden
14 will use that instead of going on I-15.

15 Also, they should put a--like a--have
16 a--the--from Layton Hills Mall around the--bus go
17 around the--around the head--the shopping center
18 instead of like they have now, from the
19 university--Weber State campus to--to Davis
20 campus, have it go down Hillfield Road and around.

21 And, also, they should put--try to make
22 a--an exit from I-15 to Hillfield with all that
23 construction without--you know, just a--a couple
24 offramps.

25 And, also, they ought to put a--maybe

P-19.1 ►

	Comment P-19 (continued)	Response
	<p data-bbox="653 267 827 284">Public Hearing 07/27/06</p> <div data-bbox="319 300 1157 1399"><p data-bbox="1094 324 1146 341">Page 5</p><p data-bbox="342 344 982 734">1 this is out of the way, but put a--a light--a 2 road from 1050 West--from 950 West to the 3 interstate where you drive past 84 or River Road 4 to get onto I-15, improve the traffic flow. 5 Well, see now they've got to go on River Road to 6 get our--to get to Wal-Mart or a Target, you 7 know, and if you had a road from--an--offramps at 8 the--go--go there or from Interstate 15 down to 9 1050 West you wouldn't have lots of traffic on 10 Riverdale Road. 11 (The public hearing was concluded at 7:00 p.m.) 12 . 13 . 14 . 15 . 16 . 17 . 18 . 19 . 20 . 21 . 22 . 23 . 24 . 25 .</p></div>	<p data-bbox="1541 259 1703 284">(No responses)</p>

	Comment P-20	Response
P-20.1 ▶	<div><p>Ulrich, Carrie L.</p><hr/><p>From: omac-dzwebprd01_ISServer@hdrinc.com Sent: Saturday, August 19, 2006 4:38 PM To: Ulrich, Carrie L. Subject: Comment on Riverdale Road Project</p><p>***** Philip Sauvageau</p><p>psauvageau@juno.com</p><p>The DEIS looks good and is well thought out. The only suggestion, which may already be taken care of, is to make the shoulder lanes wide enough to be converted later to a bus rapid/right turn only lane. It would also be nice to coordinate with UTA to create cement pads between road and sidewalk for wheelchair ramps, and long enough for benches in the future.</p><p>1</p></div>	<p>P-20.1</p> <p>The proposed shoulders are wide enough to accommodate bus service along the roadway. In addition, dedicated right-turn lanes will be provided at cross streets. UTA is responsible for the type of bus stop including shelters and benches. If shelters and/or benches are proposed by UTA in the future, appropriate placement on the sidewalks would be determined by UTA in coordination with UDOT. This determination would also include ramps necessary for wheelchair access.</p>

Comment P-21

Response

Page 1 of 1

Ulrich, Carrie L.

From: Thacker, Lindsay
Sent: Tuesday, August 29, 2006 8:13 AM
To: Ulrich, Carrie L.
Subject: FW: Riverdale Road Project

From: Ogden Beauty Supply [mailto:ogdenbeauty@msn.com]
Sent: Monday, August 28, 2006 9:16 PM
To: Thacker, Lindsay
Subject: Riverdale Road Project

My name is Chuck Jensen and I am the owner of Ogden Beauty Supply, located at 3532 Riverdale Road. I have attended all of the public meetings and voiced my opinion at each meeting.

First of all, I question the wisdom of having the Riverdale Road project go all the way to Washington Boulevard. It appears that one possible stopping spot would be Chimes View Drive. That would be a good spot to stop the project. However, I think that an even better place to stop would be at 36th Street. At this point you could have one left-turn only lane, one right-turn only lane, and one lane going on to Washington Blvd. Your own traffic studies have indicated that as far as 25 years from now we can anticipate no serious congestion problems with no changes to this piece of Riverdale Road. There is, for sure, no need for two lanes coming off of Washington Blvd. as there is only one turn lane. There is no additional traffic added to this road until 36th Street. There are, however, two left turn lanes going from Riverdale Road onto Washington Blvd. At this time these lanes are not well-used because of poor signage. People all line up in the right-hand left turn lane so far back that only people with good local knowledge know that there are two left-turn lanes ahead.

Another bad idea that has been considered is making Kiesel one-way from 36th Street to Riverdale Road. That would impact my business seriously. A majority of my business comes from the South end of Ogden, and uses Washington Blvd. to get to me. There is no left-turn from Washington Blvd onto Riverdale Road. Nor should there be. It would require a 140 Degree turn to do it. The only reasonable way for those customers to get to me is to turn left onto 36th Street and then right onto Kiesel. I think it is critical that Kiesel not be modified in any way.

I feel like the only thing UDOT should consider doing between 36th Street and Washington Blvd. on Riverdale Road is to lower the pavement or in some way do something to get rid of the steep gutter area that borders our property from Kiesel to Washington Blvd. The road has been raised so many times that the gutter is extremely deep now and every winter and often during other times of the year we have to go out and help people try to extricate their vehicles from the gutter. It is a real hazard.

I have expressed a willingness to meet with anyone at any time to go over my concerns. To this point I have had no one come and go over my concerns with me. I do feel like much of Riverdale Road needs to be widened and hope that the project can be done in a better and more efficient manner than the Wall Avenue and 30th Street projects. I am available for discussion and/or a visit. My phone number is 801-392-7665. Thank You

8/29/2006

P-21.1

The proposed Riverdale Road project includes plans to widen the road from 36th Street to Washington Boulevard by adding one new lane in each direction. However, UDOT does not currently have available funds to construct the entire project. As noted in your comment, the segment from Chimes View Drive to Washington Boulevard operates at an appropriate level of service (LOS D) under 2030 No-Action conditions. Therefore, improvements to this segment are not likely to be made in the near future. If funds become available, UDOT will consider improvements including the steep gutter. There are no plans to make Kiesel Street a one-way street.

P-21.2

UDOT representatives did discuss your concerns at the public hearing for the Draft EIS and will consider your comments in making a decision on how to move forward with the project.

P-21.1 ►

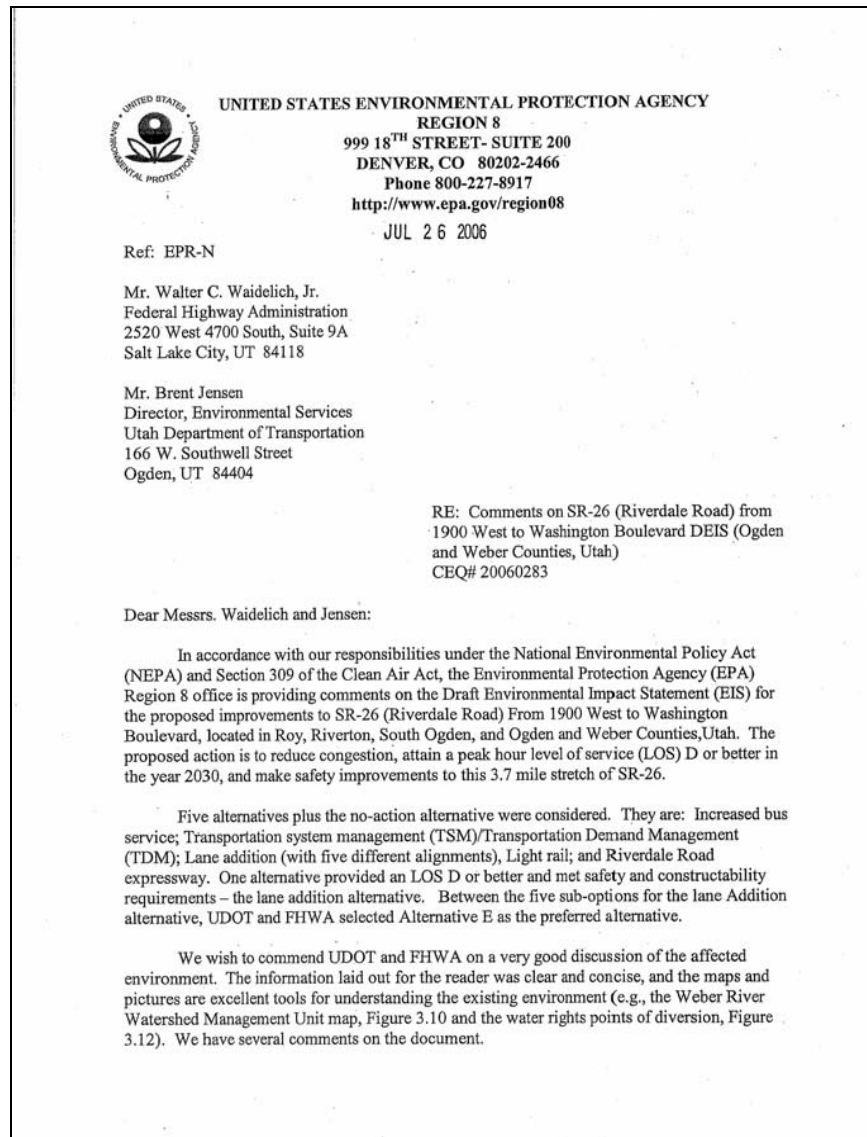
P-21.2 ►

4.5 Agency Comments and Responses

Comment A-1

Response

(No responses)



Comment A-1 (continued)

Response

*Air quality*PM10 and PM2.5

A-1.1 ▶ The issue of PM10 was noted in the document and data for a PM10 monitor a half-mile from the project was valuable. However, as was noted, PM10 emissions are expected to increase with traffic thus creating possible hotspots for PM10. While this project is not likely to cause the region to exceed the PM10 standards, local, microscale hotspots could create an unhealthy condition for any residents or businesses near busy intersections. EPA recommends that mitigation relating to sanding and sweeping policies in the winter be considered to avoid increasing PM10 emissions.

A-1.2 ▶ While this area is not a PM2.5 nonattainment area, some areas in northern Utah have experienced PM2.5 pollution problems. It would be valuable to include any existing PM2.5 monitoring data or other analysis of this criteria pollutant.

Mobile Source Air Toxics

A-1.3 ▶ Regarding language on page 3.9 and in Section 4.7.4: It is EPA's opinion that accurate and reliable estimates of actual human health or environmental impacts from transportation projects and mobile-source air toxics (MSAT) are scientifically possible at this time. An MSAT analysis is not called for on this project. However, it is important to note that there are a number of assertions and statements regarding MSATs in the document with which EPA strongly disagrees. In general it is EPA's position that the scientific and health communities have broad agreement on the toxicity and adverse health impacts associated with even short exposures to many MSATs as well as the increased risk of cancer for chronic exposure. In addition, there are a number of validated methods that can be used to perform a risk assessment of MSATs. FHWA HQ is aware of EPA's concerns and disagreements with the language currently being used in many environmental documents for FHWA. If you would like to discuss the specific language on this with us, please call.

Alternatives

A-1.4 ▶ The document states that some of the TDM/TSM ideas are carried through to the preferred alternative. It appears that turn lanes, signal modifications and increased bus service has been included. These are presumably good additions to the preferred alternative, but they do not go very far in terms of TDM/TSM ideas. We do understand that this is a small project, and these ideas may not be suited for this project, but in the future, we hope that TDM/TSM options are expanded well beyond what is included in this document. A TDM/TSM alternative should include incentives for car pooling/van pooling; increased density of housing around an industrial/jobs center; flextime/alternate work schedules in the corridor; bicycle and pedestrian encouragement, and many other more innovative approaches to reducing travel demand or increasing options. We refer you to the Victoria Transport Policy Institute web site for their online TDM encyclopedia for future projects, one of the best web sites we have seen for this topic. www.vtpi.org/tdm.

A-1.1

According to UDOT maintenance crews, UDOT does not use sand or deslicking grit for snow removal on Riverdale Road but instead uses straight salt. UDOT conducts street-sweeping activities as part of routine maintenance between two and six times a year on facilities like Riverdale Road. The actual number of street-sweeping activities depends on the condition of the roadway based on monthly observations made in the field.

A-1.2

As noted in the comment, the project area is in attainment for PM_{2.5}. Monitoring data are available for a monitoring station (228 32nd Street in Ogden) about 0.5 mile from Riverdale Road. Monitoring data for 2003, 2004, and 2005 show an annual arithmetic mean of 9.93 µg/m³ (micrograms per cubic meter), 13.88 µg/m³, and 10.49 µg/m³, respectively. The National Ambient Air Quality Standard (NAAQS) is an annual arithmetic mean of 15 µg/m³.

A-1.3

FHWA agrees that a detailed MSAT analysis is not called for on the Riverdale Road project. We also acknowledge that there are some disagreements between our two agencies regarding the background language used to describe the science behind MSAT analysis that was used in the document. Since these concerns are not particular to the Riverdale Road project, we have not changed the language in the environmental document. We agree to work with EPA to reconcile our understanding of the state of the science behind MSATs to inform future NEPA documents.

A-1.4

As stated, the Preferred Alternative (Alternative E) includes TDM/TSM measures such as increased bus service, signal modification, and turn lanes. The Wasatch Front Regional Council (WFRC) in cooperation with UTA, UDOT, and FHWA provides for other TDM/TSM measures in the region to reduce the number of vehicle trips. These measures include developing park-and-ride lots, promoting bicycle and pedestrian use through the development of trails as part of new projects, promoting ride-sharing programs, and the use of transit.

Comment A-1 (continued)**Response**

(No responses)

Based on the procedures EPA uses to evaluate potential environmental impacts of proposed actions and the adequacy of information presented, the EPA is rating the preferred alternative, land addition alternative E, as LO -1 (lack of objections, Adequate). The LO rating indicates that EPA's review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review has disclosed some opportunity for mitigation measures, but these measures do not require changes to the project. The 1 rating indicates that the draft EIS adequately sets forth the environmental impacts of the alternatives. We believe that the document overall is well done in its presentation of information. We have enclosed a summary of EPA's rating criteria and definitions.

If you have any questions on these comments, please contact Deborah Lebow of my staff at 303 312-6223. We again commend UDOT and FHWA for a good document, and look forward to working with you on these issues, particularly the mobile source air toxics issues, in the future.

Sincerely,



Larry Svoboda
Director NEPA Program
Ecosystems Protection and Remediation



Comment A-2

Response



United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, DC 20240

AUG 30 2006

9043.1
PEP/NRM

ER 06/668

Mr. Greg Punske, P.E.
Federal Highway Administration
2520 West 4700 South, Suite 9A
Salt Lake City, Utah 84118

Dear Mr. Punske:

Thank you for the opportunity to comment on the Draft Environmental Impact Statement and Section 4(f) Evaluation for **SR-26 (Riverside Road) from 1900 West to Washington Boulevard, Located in Roy, Riverdale, South Ogden, and Ogden, in Weber County, Utah.** The Department of the Interior (Department) has reviewed the document and offers the following comments.

DRAFT ENVIRONMENTAL IMPACT STATEMENT

Page 4.12, Section 4.9.1.2 Lane Addition Alternatives, last paragraph, last sentence

The sentence states that "All water wells and water right points-of-diversion are located outside the proposed improvement footprint; therefore, there would not be any direct impacts to them." Although this statement is correct that the wells themselves are not impacted by the roadway footprint, what determines possibility for surface features to impact ground water is not just the location of the well, but the location of the area from which the well obtains its water. Utah has a source water protection program which provides guidance on how to delineate this area, on the internet at: http://www.drinkingwater.utah.gov/source_protection_intro.htm.

Although the source water protection program is required only for public supply wells, the concepts of the source area delineation could be applied to the wells shown in Figure 3.12, Water Rights Points-of-Diversion (p. 3.14), which shows numerous wells near the roadway, to determine if any runoff from the highway could impact the water quality in these wells.

SECTION 4(f) COMMENTS

The Section 4(f) Evaluation is a comprehensive analysis of all types of Section 4(f) properties and contains thoughtful dialogue and useful graphics. The Department

A-2.1

As stated in Section 4.9, Water Quality Impacts, of the Draft EIS, runoff from the improved roadway would be captured in a storm water system and would not be diverted to groundwater adjacent to the roadway. The runoff diverted to the storm water system would increase by only 1% over existing conditions, since most of the area adjacent to the roadway is paved with parking lots or other commercial facilities. Additionally, UDOT does not expect the amount of pollutants to increase substantially above existing conditions because the area that would be converted to roadway use is already paved with parking lots and other urban features. Note that none of the wells shown in Figure 3.12 in the Draft EIS are drinking water wells, and all of them are located in parking lots or next to commercial buildings. Overall, the project is not expected to affect groundwater quality near the project area.

A-2.2

Your comment is noted regarding the 4(f) concurrence that there is no feasible or prudent alternative to the Preferred Alternative and that all measures have been taken to minimize harm to historic properties.

A-2.1 ▶

A-2.2 ▶

Comment A-2 (continued)**Response**

A-2.3 ▶

Page -2-

recognizes and appreciates the coordination conducted with Federal, State, and local agencies, and the general public. We acknowledge that you have consulted with the Utah State Historic Preservation Office to minimize adverse effects to historic properties, and that you have prepared a Memorandum of Agreement in consultation with them.

Following our review of the Section 4(f) Evaluation, we concur that there is no feasible or prudent alternative to the Preferred Alternative selected in the document, and that all measures have been taken to minimize harm to these resources.

LAND AND WATER CONSERVATION FUND, SECTION 6(f) COMMENTS

We have also reviewed this project in relation to any possible conflicts with the Land and Water Conservation Fund (L&WCF) and the Urban Park and Recreation Recovery programs. We have found the following L&WCF projects that could be impacted:

Weber County

49-00339 – Roy Southwest Park
 49-00066- Sand Ridge Park
 49-00158- Sand Ridge Park
 49-00307K – Roy City West Park
 49-00295H – Roy Tennis Courts
 49-00013 – Fourth Street Park
 49-00018 – Fourth Street Park
 49-00021- Bues Park
 49-00057 – Riverdale Park
 49-00122 – Riverdale City Park
 49-00191 – Riverdale City Park
 49-00148- Miles Goodyear Park

We recommend you consult directly with the official who administers the L&WCF program in the State of Utah to determine any potential conflicts with Section 6(f)(3) of the L&WCF Act (Public Law 88-578, as amended). This section states:

"No property acquired or developed with assistance under this section shall, without the approval of the Secretary [of the Interior], be converted to other than public outdoor recreation uses. The Secretary shall approve such conversion only if he finds it to be in accord with the then existing comprehensive statewide outdoor recreation plan and only upon such conditions as he deems necessary to assure the substitution of other recreation properties of at least equal fair market value and of reasonable equivalent usefulness and location."

A-2.3

A review of the Land and Water Conservation Fund and the Urban Park and Recreation Recovery programs was conducted. None of the sites listed in the letter are adjacent to the roadway, and none of them would be affected by the project.

Comment A-2 (continued)

Response

(No responses)

Page -3-

The administrator for the L&WCF program in Utah is Mr. Seth McArthur, Grants Coordinator, Utah Division of Parks and Recreation, 1594 West North Temple, Suite 116, Salt Lake City, Utah 84116; phone number is (801) 538-7354.

If you have any questions concerning our comments, please contact Lloyd Woosley, Chief of the USGS Environmental Affairs Program, at (703) 648-5028, Terree Klanecky, NPS Outdoor Recreation Planner, at (402) 661-1556, or Cheryl Eckhardt, NPS Environmental Compliance Specialist at (303) 969-2851.

Thank you for the opportunity to review and comment on this draft EIS.

Sincerely,



Willie R. Taylor
Director, Office of Environmental Policy
and Compliance

cc:

Mr. David Adamson, P.E.
Utah Department of Transportation
166 W. Southwell Street
Ogden, Utah 84404